

Minutes of the Special Meeting of the Board of River Port Pilot Commissioners and Examiners (Calcasieu) held at 4:00 P.M., February 17, 2014 in the Board Room of the Port of Lake Charles located at 150 Marine Street, Lake Charles, Louisiana

In attendance and constituting a quorum, were:

Captain Brett Palmer, Chairman
Mr. Mitch Drost, Vice Chairman

Absent:

Mr. John LeBlanc, Secretary

Also present:

Louis Colletta, Assistant General Counsel – Port of Lake Charles

Captain Palmer called the meeting to order at 4:10 P.M.

1. Election of Officers.

Captain Palmer asked for motions to elect officers of the Board of River Port Pilot Examiners and Commissioners (Calcasieu):

Mr. Drost offered three motions to keep the officers in the same position with Mr. LeBlanc now as Secretary, replacing Mr. Hank on the board as follows:

Captain Palmer Chairman
Mr. Drost Vice Chairman
Mr. LeBlanc Secretary

Captain Palmer seconded the motions and they carried unanimously.

2. Approval of November 12, 2013 Special Meeting Minutes.

Mr. Drost offered a motion to approve the November 12, 2013 Special Meeting minutes as amended. Captain Palmer seconded the motion and it carried unanimously.

3. General Discussions.

Captain Palmer stated Captain Morrison was going to speak to the board about training that is going on and some of the work that is going on in the channel. There are quite a few different companies that are moving in and want to move in and are working on their FERC approval. Magnolia LNG has asked himself and Captain Morrison to attend Marine Safety International in Providence, RI to attend a five day simulation so they can work on their simulator work for their facility. On February 24, 2014, they will spend all next week at Marine Safety International. He believes the requirement is they have to do 30 runs on the simulator sailing and docking for them to begin their application of their process. They will do different dock maneuvers, look at the different scenarios for dock design and they will actually put their dock design on the simulator and study the effects of the surges of the vessels that go by there on the simulator. That is one of the evolutions required. It is not unlike what the pilots have done for BG and Sempra in the past.

Mr. Colletta asked Captain Palmer how the training facility in Covington differs from the one in Rhode Island. Captain Palmer stated it is very similar. Marine Safety International has a bit of a reputation for being more advanced to a certain degree. They do have tractor tug capability, where there are different rooms where one can put the tractor tug operators and the tug boat operators in one room and can actually discuss with them the maneuver. They are looking at a screen and at a ship. It makes it kind of real life when you have the tug guys. Covington is actually working on the same thing. What the pilot's plan is though, is to do the simulations at Marine Safety International. That is where the simulations will take place. They have the channel there and they have modeled a 180,000 cubic meter ship. That is quite a bit of undertaking to actually put the map of the ship in the model so it reacts appropriately. Covington does not have that ship yet. They are working on the model of that for their software and programming.

They will do the modeling at Marine Safety International, but prior to any other pilot, once the facility is built, they will do a familiarization scenario with each and every pilot, most likely in Covington, because it is easier to get to for all the different pilots to drive over to Covington instead of sending them to Providence. So, Covington will be involved in this at some point along the line. They are getting better all the time. They have a really good simulator. As a matter of fact, Mr. George Berkeley, who runs the school in Covington, will be here on Thursday and will work with Captain Nelson to update the graphics for the simulator by taking photos of the channel and transferring that information into the graphics of the simulator. This will enhance the graphics tremendously.

Mr. Colletta asked if the Providence simulator looks at the soundings too or does it just go by the project width? Captain Palmer stated it goes by the project width. That would be very difficult for any simulations to do. To go build models based on real world surveys would be very difficult to do. Realistically it probably will not happen.

Mr. Colletta stated the pilots then will only get project width. They will have to be more attentive with the simulator.

Captain Palmer stated there has been a lot of work in the last couple of weeks – the development of the White Paper and the team and coordination that has happened just recently going to Washington to plead their case about the future dredging and the project width to maintain this channel. Hopefully they have opened some ears up there of the dilemma down here with the fact that we could potentially scare off about \$50 billion worth of expansion because the channel will not support it because of lack of dredging. There has been a lot going on just in the last couple of weeks.

Captain Palmer stated it was not just the Port of Lake Charles and the Pilots but everyone is involved in trying to get the channel dredged up to project. Magnolia stated that if they cannot get this channel in project then their potential investors will not come here. All this future infrastructure is based on a viable channel. If you cannot provide a right a way for all these places, then why build it? Mr. Colletta was amazed at the issues between 7 – 10.5(along the channel). It is pretty narrow.

4. Other matters which may properly come before the Board

There being no further business to come before the Board, on a motion made by Captain Palmer, seconded by Mr. Drost, and approved unanimously among those present the meeting was adjourned at 4:23 p.m.